

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEWSERIES No. 8175

號七十月三年二統宣

TUESDAY, APRIL 26, 1910.

二拜禮

號六廿月四英曆西

556 PER ANNUM.
SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling.....\$15,000,000
Silver.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq., Chairman.
Robert Shaw, Esq., Deputy Chairman.
F. H. Armstrong, Esq., J. Lieb, Esq.
J. W. Bandow, Esq., G. H. Medhurst, Esq.
Hon. Mr. W. J. Gresson, M. Shellen, Esq.
C. R. Leemann, Esq., H. A. Slade, Esq.
S. A. Levy, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 29th March, 1910. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,500,000
RESERVE FUND.....£1,600,000
RESERVE LIABILITY OF PROPRIETORS.....£1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per Cent.

W. M. DICKSON,
Manager.

Hongkong, 26th April, 1910. [21]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....10,250,000

Head Office—YOKOHAMA.

Branches and Agents:

TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, TIENTSIN, PEKIN, NEWCHOWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On Fixed deposits:—

For 12 months.....4½ p.a.
" 6 ".....3½ " "
" 3 ".....2½ " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 12th March, 1910. [18]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Königliche Seehandlung (Preussische Staatsbank),
Direktion der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank für Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Köln,
Bayerische Hypotheken und Wechselbank, München.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED,
DEUTSCHE BANK (BERLIN), LONDON AGENT,
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT DEPOSITS on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 3rd March, 1910. [22]

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [21]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,500,000
ABOUT MEX \$1,250,000
RESERVE FUND.....GOLD \$3,500,000
ABOUT MEX \$1,250,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMIDDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per Cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:—

For 12 months 4½ per Cent. per annum.
" 6 " 3½ " "
" 3 " 2½ " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908. [29]

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman,
C. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
C. R. Burkill, Esq.,
J. A. Wattie, Esq., Manager Director,
A. J. Hughes, Esq., Secretary,
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$340,541,157.00
Assets.....7,114,490.68
Income for Year.....3,073,031.81
Total Security to Policyholders 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong,
District Manager,
B. W. TAPE, Esq., Canton, Macao and the Philippines,
District Secretary.

ALEXANDRA BUILDING, HONGKONG.
Hongkong, 1st December, 1909. [18]

PRAM TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT GARS.

5.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.45 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT GARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 20th April, 1910. [24]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { DELHI Noon, 28th April } Freight only.
Capt. G. W. Gordon, R.N.R.

GENOA, MARSEILLES, PALMA, LONDON & ANTWERP About 28th April } Freight only.
E. W. Cockburn, R.N.R.

LONDON, &c., via usual Ports { DELTA Noon, 30th April } See Special Advertisement.
Capt. B. W. H. Snow

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES { SARDINIA Noon, 5th May } Freight and Passage.
Capt. C. G. Talbot, R.N.R.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 26th April, 1910. [4]

Intimations.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

JUST ARRIVED

NEW MATERIALS

FOR

SPRING AND SUMMER WEAR

IN

Exclusive Designs.

FLANNEL AND TWEED SUITS

From \$33.50 Unlined.

TROPICAL DRESS SUITINGS

A SPECIALITY.

FIT, STYLE AND WEAR GUARANTEED.

LANE, CRAWFORD & CO. [21]

BOORD & SON.

OLD TOM

and

DRY GIN.

Telephone No. 75.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS.

Hongkong, 20th April, 1910. [33]

Hotels.

BELLE VIEW HOTEL.

Telephone No. 907.

TEA and REFRESHMENTS served on the Lawn or Verandahs.

WM. WINCH, Manager.

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PRAM, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [27]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 25th April.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

TUESDAY, 26th April.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

WEDNESDAY, 27th April.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 28th April.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

FRIDAY, 29th April.

8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM

10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

SATURDAY, 30th April.

8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN

10.00 P.M. FATSHAN 5.15 P.M. KINSHAN

SUNDAY, 1st May.

10.00 P.M. HEUNGSHAN

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 1ST MAY, 1910.

The Company's Steamship

"SUI-AN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

Excursion Rates as usual.

A Military Band under Bandmaster Coke will play during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons.

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santal". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [3]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909

A. F. DAVIES,
Manager [25]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely

New Management. Large and Comfortable Rooms, Excellent Cuisine under

the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and

Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation

for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BEUMANTHAL,
Proprietors. Manager.

Telephone 180. Telegrams "Astoria" [24]

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

(SOLE AGENTS)

Hongkong, 1st August, 1909. [14]

RUBBER

had to fight their way through a swaying crowd. Prices varied at every point of the market, and it was a case of dealing at whatever figure was quoted, or not at all. It was practically impossible to get reliable prices while the Carry-over was being effected. Professionals, of course, had quite as much as they could do to attend to a huge account; and therefore could not give their minds freely to new business.

Speculative activity has revived on a further rise in the price of the product, which has risen from 35, 9d. to 12s. per lb. in two years, and the appearance of more companies formed with the object of financing the industry. If these companies intend also to finance speculation in rubber shares they may, for a time, be a bull point, but a very important factor in the market's astonishing strength hitherto has been the great extent to which buyers in it have paid for their shares, and if carry over and pawling facilities are to be encouraged and expanded they will quicken activity for the time being, and perhaps increase the freedom of dealing, but they will do so at the expense of a virtue which has been a source of great stability.

BULLION.

Messrs. Samuel Montagu and Co.'s Circular
dated London, March 31, contains the follow-

Gold.—About a million sterling came into market and was divided between the Bank of England, Russia and India (£313,000). The office of the Bank in bidding for bar gold, enabled it to secure a good proportion of this amount, which otherwise would have gone to the Continent. The price quoted was 77s. 9d. oz., sid. An interesting feature of the week's movements is the arrival of £100,000 in sovereigns from Italy. We do not recollect having received a substantial amount of sovereigns from this quarter since the establishment of the gold standard in Italy. The inflow of gold from abroad having stopped for the present, the Bank raised to-day its buying price for gold, and it will be interesting to see if shipments from France ensue.

was announced that the Secretary of State India had purchased £100,000 due from Egypt on April 9, on Saturday, was set aside the Indian Currency reserve, as already noted.

the following amounts were received by the bank:—

26,	£175,000	in bar gold,
24,	5,000	sovereigns from Australia
29,	55,000	„ bar gold.
30,	200,000	sovereigns from Italy.

(The drafts were made payable to the bank.)

24, 10,000 in sovereigns for Bombay.
24, 10,000 " sovereigns for Brazil.
24, 5,000 " sovereign set aside for
Straits Settlement Reserve.
26, 150,000 " sovereigns set aside for
Indian Currency Reserve.
The net influx during the week amounts to
£1,000.
Silver.—The price of silver has now more
recovered the level at which it stood be-
fore the imposition of an increased duty in
temporarily unsettled the market. It
cleared in certain quarters in India, espe-
cially in the native milling industry, that
new factor would have a prejudicial
on trade between India and China but
that that the China exchanges, and the
of silver stand as they were before the
they took place, effectively disposes of this
question.

oil to-day, business has been on a comparatively small scale, having been affected by holidays, which closed the Eastern markets all as those on this side. The tone has been generally good and each day offerings were quickly snapped up, chiefly for the Indian trade.

With the rising rates, China has been much of a seller, and American offerings have been on a normal scale. The price in Bombay is about 10 bars a day, and stock is reduced to 3,600 bars, excluding unopened still in bond. The stock in Shanghai is slightly less. The German steamer *Wien* arrived at 8 a.m.

rs. Mocatta and Goldsmid's circular, London, April 1, says: "The silver market, in spite of the interruption of the holidays has been decidedly active the past week and price gradually advanced from 33 15/16 to 24 3/16 which was reached on the 31st ultimo. To-day there has been a slight reaction and we quote 24 1/2 per cent. The market has been considerably quiet since our shipment to India both this week and last. The market in Bombay appear now to be becoming quite reconciled to the extra duty."

was nearly £100,000 shipped to China this week, but China during the last few days has been more of a seller than a buyer and no shipment was bought a little while back. Last week's settlement was the last of the Bombay we can hardly expect India to be buying at the rate they have been but the tone of the market is distinctly better and prices seem likely to remain at about present level.

There was a large arrival of Gold from the East this week, amounting to nearly a million £, of which Russia and India took about one-third, the Bank of England secured the rest. The Bank has also received during the week £1,000,000 in Sovereigns from Italy whilst £1,000,000 have been withdrawn in addition to £1,000,000 earmarked by the Indian Council.

AN APPRAISAL

SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to **APPEAL** to the Residents along the Coast Ports, for their kind notice and patronage, and desires to state she will be pleased to receive orders for all kinds of **NEEDLE WORK.**

Germans' Shirts made to order, and Obedience received on old ones.

Bosoms and Children's Under-clothing, Child Dresses, and all kinds of Embroidery, can be supplied, if required.

Embroideries will also be most gratefully accepted, or old Embroideries to be made, and sent by the Sisters of the Poor Schools to assist in the Education of the Poor.

Wm. & A. Smith
Caine Road, Cane Field, Port of Spain.

HONGKONG AVERAGE MARKET

—◆—

Corrupted: 21st April 1920, 100. etc. per 3 Max

NOTICE.

INSPECTION SOLICITED.
Hongkong, 21st January, 1910. 147

THE best TONIC for keeping in perfect health in the Tropics.

ALSO JUST RECEIVED--

PABST (American) BEER, in barrels of 20 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 13th Decamber, 1909. [40

T. BLACKHEAD & Co.,
SHIP-CHANDLERS, SANMAYERS.

SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS,

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
F. & O. SPECIAL LIQUER SMOOTH
WHISKY, &c.

**EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.**
Hankow, 4th March, 1907.

YEE SING,

NO. 4, D'AGUIAR STREET.
MANUFACTURE WHOLESALE AND
RETAIL DEALERS
In all kinds of hand-made
DRAWN AND EMBROIDERY CHINESE
LINE GRASS CLOTH, FETTER
WARE, &c.
all of the best quality.

**G AVERA
PRICES.**



Centre

Beef strip & prime cut—Mei Lung Pa	20
“ Corned—Ham Ngau Yuk	30
“ Roast—Shiu	30
“ Braast—Ngau Lam	18
“ Soup, Tong Yuk	15
“ Steak—Ngau Yuk Pa	20
“ Sirloin—Ngau Lau	30
“ Sausages—Ngau Yuk Chaung	20
Bullock's Brains—“ Know..... per set	10
“ Tongue fresh—Ngau Li..... each	50
“ Corned—Ham Ngau Li	50
“ Head—Ngau Tan	60
“ Heart—Ngau Sum	15
“ Hump, Salt—Ngau Kin	18
“ Feet—Ngau Kook	10
“ Kidneys—Ngau Yiu	10
“ Tail—Ngau Mei	18
“ Liver—Ngau Oon	10
“ Tripe (undressed)—Ngau To.....	12
“ Natives' Head and Feet—Ngau Chal- tau-kook..... set	50
“utton Chop—Young Pui Kwat	22
“ Leg—Young Pui	22
“ Shoulder—Young Shau	22
“ Ubbilays—Chi ceeong	22
“ Brains—Chi Keow..... per set	24
“ Feet—Chi Keok	12
“ Fry—Chi Chak	25
“ Head—Chi Tan	15
“ Heart—Chi Sum	11
“ Kidneys—Chi Yiu	8
“ Liver—Chi Kon	30
“ Pork Chop—Chi Pui Kwat	18
“ Corned—Ham Chu Yuk	—
“ Leg—Chu Pui	24
“ Fat or Lard—Chu Yao	18
“cep's Head and Feet—Young Tan Keok	50
“ Heart—Young Sum..... each	6
“ Kidneys—Young Yiu	9
“ Liver—Young Oon	24
“kling Pigs, To Order—Chu Chal	22
“ Beef—Sang Ngau Yau	20
“utton—Sang Young Yau	22
“ Tail—Ngau Chal Yuk	20
“ Sausages—Ngau Chal Yink Tong	20

1

Chicken—Kai Chai	32
Chickens, Large, Small—Sin Kai	30
Chicks—Ap	24
Chickens—Pan Kau	16
Chickens, Hen—Kai Tan	24
Chickens, Canton—Kai	33
Chickens, Hainan—Hol Nam Kai	30
Chickens—Ngo	22
Chickens, Wild Shanghai—Sheung Hol Ye	
Ngo	pair
Chickens, Deer—Wong Keong	each
Chickens—Ta Chai	—
Chickens, Bridge—Che Khoo	—
Chickens—Shan Lei	pair
Chickens, Canton—Pak Kap	35
Chickens, Holhow—Holhow Pak Kap	30
Chickens—Um Chua	17
Chickens, Birds—Wo Fa Cheuk	dozen
Chickens—Sa Ohn!	each
Chickens, Cock—Fo Kai Kung ... per do	65
Chickens, Hen—" Na	55
Chickens, Ducks, Shanghai, Sul-ap	pair
Chickens, Shanghai, Sul Ap Chai	—
Chickens, Ducks Canton—Sang Shing Sul	
Ap	pair

1

ai—Ka Yu	16	Ma
—Bin Yu	17	On
—Frash Water Flat—Hoi Sin Yu	18	
—Li Yu	15	
—Chik Yu	11	Oh
—Man Yu	17	Pan
—Hal	23	Gre
—Flak—Mok Yu	15	Pot
—Sa Mang Yu	17	
—Wong Mei Lun	12	
Flak—Tik Tin	13	
Congor—Hal Man Yu	16	
Fresh water—Tin Sol Yu	17	
Yellow—Wong Sin	28	
Tien Kai	31	
Pa—Sak Pan	31	Red
—Pak Kuo Yu	12	Ran
—Tuo Pak	12	Spis
—Chang Kwan Yu	17	Spis
—Wong Fa Yu	18	Spis
—Wo Yu	16	Ton
—Lung Ha	26	Tan
—Chi Yu	16	
Flak—Mok Yu	16	
—Chai Yu	24	Vet
—Sang Hoo	22	Wal
—Kai Kung Yu	18	
Tau Loo	15	
—Pa Pau Poong	16	Yam
—Pan Yu	18	Yam
—Black—Hak Chung	24	Yi
—Wille—Fuk Chung	28	and
—Ming Ha	9	shan
—Fai Fa Sa	19	
—Sak Kai Kung	18	
—Chun Yu	16	
(Green) Fresh water—Ma Yu		

Shark—Sa Yu	9
Snake—Po Yu	7
Shrimpe—Ha	12
Snapper—Lap Yu	16
Sole—Tai Sa Yu	18
Tench—Wan Yu	18
Turbot—Cho How Yu	34
Turtles, small, fresh water—Kook Yu	60
White Belt—Ngau Yu Ohai	—

FRUITS.	
Almond—Hong Yan	25
Apple, (California)—Kam San Ping	20
KO.....	—
(Ohio)—Tin Chun Ping	—
Small—Hoi Tong	—
Custard—Fan Lai Chih	—
Bananas, fragrant, Canton—Sang Sheng	—
Heung Chiu	—
(brides), Macao—San Hong Chin	—
Chestnuts, China—Fong Kuan	12
Carambola—Yueing Toa	—
Coconuts—Yeh Tai	10
Gripes—Sit Tai Tse	—
Lemons, China—Ning Moong	12
Amer.—Kon San Ning Moong	—
Lichee, Small Stone—Lai Chi Con	25
Fresh, Lai Chi	—
Limes, (Szechon)—Sai Kang Ning	—
Moong	5
Mango, Manila—Lui Sung Moong	12
Mango, Saigon—Sai Kang Moong	—
Mangosteens, San Chek Tsa per box	—
Oranges, Tim Chang	10
Small—Tai Kut	—
Mandarin—Tim Kut	—
Olives—Pak Lam	—
Passio Fruit	each
Pears, (American)—Kam San Shut Li	20
(Canton), Gokking—Si Li	—
Peanuts,—Fa Sang	10
Perilimmons, Large,—Hung Chih	—
Pine-apples, 1st quality—Sheung Poon	—
Ti Paw law	—
and cooking—Chung tang	—
Paw-law	—
Platania—Tai Chiu	—
Plums, Swatow—Hung Lal	3
Pomele, Siam—Ohim Lo Yau	22
Wildfruit, Hop Ton	12
Green—Sang Hoo Tou	—
Shanghai Lo Kwai	6

VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Ah	6
Chi Chank	—
Beans, (French) Macao—Oh Moon Pin	8
Tau	—
Beans, (French), Shanghai—Sheung Hoi	8
Pin Tau	—
Beans, Sprout—Ah Choh	—
Beans, Long—Tat Kok	—
Beet Root—Hung Choi Tan	—
Brinjals, Green—Cheung Yuen Ker	4
Brinjals, Red—Hung Ker	4
Bamboo Shoots—Chook Shun	—
Cabbage, Chinese, com.—Kai Choy	10
Cabbage, Red—Kai Lan Tau	10
Cabbage, (Shanghai)—Yeh Choi	6
Cane Shoots, bunch—Kau Shuh	3
Cauliflowr, Large size—Tai Yeh Choi	12
Fa	—
Cauliflowr, Medium size—Cheung Yeh	10
Choi-fa	—
Cauliflowr, Small size—Sai Yeh Choi-fa	7
Carrots—Kam Shua	6
Celery, Chinese—Tong Kan Choy	5
Celery, English—Yeung Kan Choh	—
Celery, White—Pak Yeung Kan Choh	—
Chillies, Dried—Gon Lai Chiu	50
Red—Hung Fa	50
Green—Cheung Lai Chiu	50
Curry Stuff, English—Ka Lee Choi Lin	2
Cucumbers—Ong Kwa	8
Dried Squash—Fu Kwa	6
Eggplant—Suen Tau	6
Finger, young—Sun Tas Keung	6
old—Lo Keung	—
Fern Radish, Shanghai—Lik Kan	20
Flour Corn—Sek Mal	—
Golden Corn—Suk Sam Choi	5
Master Okrauts—Ma Tai	5
Mandarin—Kwai Lum Ma Tai	6
Melon	—
Mushrooms, Fresh—Sang Cho Khe	45
Okra, Bombay—Yeung Chung Tan	7
Green—Sang Chung	—
Shal—Sheung Hoi Chung Tan	5
Japan—Yat Poon	—
Peas—Mo Ker	8
Peasley, English—Yeung On Sai	10
Peas Pass—Cheung Tan	8
Potatoes, Sweet—Yan Rhe	8
Shanghai—Sheung Hoi Shu	—
Tsai	—
Japan—Yat Poon Shu Tsai	—
American—Ya Ki	—
Fockch—Yek Chan Shu Tsai	—
Macao—OK Moon	—
Pumpkins—Toong Kwa	—
Radish—Hung Lo Pak Tsai	—
Rhubarb	—
Scallops—Gon Chung Tan	6
Seaweed (Chinese)—Faw Choi	—
Spinach—Yin Choi	—
String Beans—Fad Kar	—
Wei Tan	—
Yellow, Pub-ai (Long)—Low Pak	—
Rabbit—Yeung Low Pak	—
Stable Mallow—Chi Kwai	—
or Oranges—Sai Yang Choi	—
Calagras—Lan Koh	—
Lily Roots—Lin Ngan	—
Tai San	—

The prices mentioned are very low, day to day, as the Sundry Board has no power to control the market, so sell at the price quoted.

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FLOWERED
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HONGKONG AND KOWLOON.

Hongkong, 21st March, 1910.

MARRIAGE.

On April 21, 1910, at Shanghai, Jethro Carris, son of Thomas Carris, Esq. of Bradford, England, to Anne, daughter of Matthew Calvert, Esq., also of Bradford.

DEATHS.

On December 31, 1909, at Frome, Harry Fowler, Chief Officer of the S. S. *Crylon*, and late of the P. & O. S. N. Company.

On 23rd April, 1910, at No. 63, French Concession, Shanghai, Canton, JULIO CASAS DE MELLO BARROS, the dearly beloved son of Francisco de Paula Barros and Leonidia Maria Barros.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 26, 1910.

THE WICKED COMMUNITY.

"And so," said the pompous speaker, "history repeats itself." "So do you, old boy, so do you!" shouted an unregenerate youth who disapproved of the speaker's religion, politics, physical appearance, and the cut of his clothes. The interruption ruffled none the less for its being true, and for the unregeneracy of the naughty interrupter. We, alas! are no longer young, our unregenerate days are long past, and we are nervous of shouting "So do you!" at people who talk of self-repetition. We like to think that when we do repeat ourselves we are resembling the Bellman in "The Hunting of the Snark." "What I tell you three times is true." But at the risk of having "you're another!" flung at us, we must occasionally protest against a repetition, and very especially against a particular kind of evil and pernicious repetition. For instance, many many years ago Shanghai was called the "Sink of Iniquity" and these very words were actually used in the Imperial Parliament. Not long after, all the Treaty Ports in China were so stigmatized, and since then, every few years, Europeans resident in the Far East find themselves held up to obloquy as a disgrace to Christianity and civilization. Now if you go on chucking mud some of it will stick enough, and the repetition of this venerable legend has canonized it as a truth, though the name of the first saint who uttered it has been forgotten. The writer being at home on furlough was much astonished and a little disconcerted, when a red-faced man, over the wine after dinner, pulled his chair alongside confidentially and said meaningfully, "Now tell us some of your gossip about there in the Treaty Ports. From my Aunt's I was at last elected from

him that all his ideas on the subject had been derived from the utterances of a missionary lecturer, and an absurd novel with an absurd name, written by some absurd woman. The Secretary of the Presbyterian Board of Foreign Missions in America, "Dr." J. A. Brown, has been addressing some 700 representatives of educational establishments in North America which devote their energies to "upper studies." "Dr." Brown talked about China and European or Western influence in that Empire. He expressed a quite just and reasonable aspiration, which we share too, to give the Chinese none of our vices, but all of our virtues. He reproached our confining our civilizing activities to the importation of whisky, etc. Up to this point we are in sympathy with the matter of Dr. Brown's discourse. He is repeating himself and countless others, but never mind, we and most of our readers were brought up as Christians, and taught from childhood our duty to our Maker, in our neighbours and ourselves—and particularly were we taught our duty and responsibility to all those who, sprung from other continents perhaps in many ways less favoured than our own, are certainly victims of their environment in not possessing all those advantages which we are accustomed to attribute to Christian ideals and Christian civilization. But when Dr. Brown, with a crude violence of speech and phraseology which we are beginning, with increasing distaste, to associate with American missionary orators, proceeds to brand all the European communities in China with the same damning mark—when, let us charitably suppose, carried away by the exuberance of his affected enthusiasm and of the strange half and sometimes wholly hysterical excitement which seems to seize upon them when they "hold forth" in public, he loudly proclaims us all traitors to our faith, our honour and our civilization, and stigmatizes the Treaty Ports, our dwelling places, as "Sodom and Gomorrah," we feel it due to all Far Eastern communities to throw back the accusation in the detractor's teeth, and affirm the simple truth, which is that the Treaty Ports bear comparison with ports anywhere in all the world in any grave and thoughtful consideration of their moral condition. We are most intimately acquainted with Treaty Port life in China. That there are here and there Europeans who tell lies about their neighbours, are guilty of mean and petty jealousies, tale-bearing, mischief-making detraction and calumny, that some are not as strictly honest in business as all the traders and business men in Dr. Brown's own city, that some drink more than their doctor thinks wise or their constitutions should be expected to bear, that some are actually suspected of committing indiscretions or indulgences unknown in the high ethical regions where Dr. Brown and his disciples pursue and inculcate their "upper studies"—these are accusations which, if carefully and judicially sifted, seriously weighed and examined, will be found in many cases to contain a substratum of truth, and in a rare few a percentage worthy of note. We emphatically challenge anyone, lay or missionary, to substantiate the unwarranted charge hurled by Dr. Brown, in the case of, say, Amoy, Foochow, Wanchow, the Yangtze Ports, Chefoo, and others. A few vague generalizations and a very few cases of actually proved individual misconduct are all that could be brought forward. We declare that we know of Treaty Ports where the standard of morality among Europeans is so high that any case of a departure from the path of the prescribed social code is instantly remarked, and universally regretted. The way of the wilful transgressor in these ports is hard. Yet mercy—save from the local Dr. Brown's—is usually offered to the repentant and reformed. Twenty years ago it was not uncommon to see a large and noisy crowd fuddle itself at the Club bar or the hotel or other local "pot house" in the evening, or on the very flimsiest excuse, in the morning before tiffin. Nowadays even the "Port drunkard" dare not disgrace himself in public. In these "ports" the number of married men is large, and they and their wives exercise a happy influence on the very young men. Moreover, the standard of manners and conduct is high—meanness of mind and sneakiness of character do not flourish more than elsewhere. And yet there is a class of missionary which disgust young men with the religion which they might be willing to practice if it were not for that class—a set of people who have become possessed by the fixed idea that they are "saved" and can do no wrong. They naturally form the harshest judgments on the slightest foundation of no more, and lightly repeat stories about other people which "they have heard from somebody" stories sometimes about persons to whom they are supposed to be friends, and sometimes about people they hardly know by sight. They always refer to non-missionaries as "the community," and the doings of the said profane persons occupy much of their thoughts and conversation. When they do not understand some one or something, they substitute imagination for accurate knowledge and a curious appetite for unhealthy and unsavoury speculation for reason and for Christian charity.

LOCAL AND GENERAL.

A FATAL case of plague is reported to-day from Kennedytown. The victim was a Chinaman. Mr. Edison receives £1,450 a week in royalties from the moving picture business in the United States.

ONLY one person in Scotland, applied to be allowed to grow tobacco for experimental purposes in the season of 1909.

AN imported Chinese case of plague was reported by the Sanitary Board yesterday. The patient occupied the ground floor of 9, New Market Street.

INSPECTOR Langley charged a sixteen-year-old youth in the Police Court this morning with kidnapping a girl thirteen years of age. The lad was remanded.

THE Netherlands India Government has rubber plantations at Langsar near Deli, of which about 9,000 acres were planted with Hevea at the end of 1909. Achicaco labourers employed.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 9th April amounted 24,713.24 tons and the sales, during the period, to 25,556.47 tons.

THE work of constructing the foot passengers' tunnel under the Thames which is to connect North and South Woolwich was to be begun during April. The tunnel is estimated to cost £78,850.

A CHINESE was awarded three months' hard labour and six hours' stocks at the Magistrate's Court this morning for stealing a gold ring and a bank draft on board the s.s. *Laiyang*. The man was a passenger on the ship.

ONE hundred and twenty-nine undesirable arrivals this morning on board the *Tymah* from the West Indies. Eight deportees were also landed from the *Laiyang* yesterday and a further batch of two've arrived on the *Hongmoh* yesterday.

THE Ministry of the Interior has reiterated its orders to the provinces to organize police administrations as soon as possible, and has dispatched deputies to ascertain the police organization in all the provinces, beginning with the Liang-Kiang and Liang Kwang provinces.

At the annual meeting of Messrs. Vickers, Sons, and Maxim, held at Sheffield, it was stated that the orders now in hand were greater than at any given moment in the history of the company. Col. Thomas Edward Vickers was granted a pension of £600 a year for life on retiring.

THE case was concluded at the Magistrate's Court in which three men were charged with riding and abetting stowaways on board the s.s. *Laiyang*. Only two of the defendants appeared and were discharged by Mr. Wood. The absconder's bail of \$100 was forfeited. Sergeant Taylor prosecuted.

ACCORDING to the French newspapers, Professor Metchnikoff, on March 21, informed the Academy of Science that he had succeeded in developing in a chimpanzee a malady resembling the typhoid fever of human beings. It is not yet known if it has been found possible to transmit typhoid to animals.

RETURN of visitors to the City Hall Library and Museum for the week ending the 17th April, 1910:

Library Museum

Non-Chinese 576 225

Chinese 238 2,469

Total 814 2,694

ACCORDING to a Washington despatch of April 22, the announcement of President Taft that he did not expect to be re-nominated for his second office and would not accept the nomination was a relief to him. He has brought out much comment and many speculations as to who shall succeed him. In an editorial published in today's issue the Philadelphia Enquirer prophesies that Theodore Roosevelt will be given the Republican nomination for 1912 and that he will be elected. The paper also says that President Taft will be appointed to the Supreme Court on his retirement from the White House and that he will accept.

THE Commercial Pacific Cable Company at Manila makes announcement of delayed traffic because of a big oil fire at Point Richmond, California, and a great snowstorm in the central states. The police follow: "Owing to severe snowstorms in the central states and a big fire at Point Richmond, California, messages to and from America are subject to delay. Normal conditions will no doubt be restored before to-morrow." At Point Richmond are located the enormous refineries of the Standard Oil Company where most of the output for the Pacific coast and the Orient is refined. As many millions of gallons are constantly on storage there in a moderately limited area, if the entire plant has been consumed, the loss probably will be very heavy.—*Manila Times*.

At ten o'clock yesterday morning, says the *Cubana-Americana* of 23rd inst., the liner *Rebi*, in port from Hongkong, was seized by order of the insular collector of customs, as a result of the seizure by internal revenue agents of a large amount of opium, which was shown to have been on that vessel. The opium consists of 1,037 ties, which were concealed in cement and had been discharged into the bodegas of Wm. H. Anderson and Company. Five Filipinos, three of them casco hands, are under arrest pending an investigation into the matter. W. L. Bramwell, manager of the shipping department of Messrs. Warner, Barney and Company, got arrested the moment of any fine which might be imposed. The vessel and its crew were released. The *Rebi* was released by Deputy Collector Stanley. She will sail for Hongkong at eight o'clock this morning.

PROGRESSIVE HONGKONG.

ITS INDUSTRIAL ACTIVITIES.

(Special to the "Hongkong Telegraph.")

It is interesting from a local point of view to observe what has been the development of Hongkong in the last few years. In the House of Commons, as well as in other places, it seems to have been borne in upon the minds of thinkers that Hongkong is a Crown Colony that has got to be accounted with when a geographical survey of the Empire has got to be taken. Of recent years, the main reason for this has been the visit of Viscount Kitchener, who, while he did not deny the importance of other Crown Colonies which he touched at on his tour of the Empire's possessions, made it perfectly clear that in Hongkong, Britain had one of its most effective assets—one that could not afford to be starved and one which it was in the interests of the mother country to conserve and encourage. Certainly the progression that Hongkong has made of recent years entitles it to every consideration at the hands of the Home Government. Trade has gone ahead. It is true that we are just emerging from a period of trade depression, but on the whole it is trusted amongst the best-informed ship-owners—both English and German—that that period of depression is rapidly passing off. One of the most potent proofs of this is to be found in the fact that unemployment among seafaring men is getting scarcer and scarcer. Just about six months ago there were in Hongkong some sixty ships' officers out of employment and about as many engineers. To-day both classes are in demand. Hongkong, as a fact, is resuming its old position as the entrepot of South China and has as the result of the slough which three years of inaction have bequeathed her with. There are rumours of mighty ventures that may, if they realise, have a decided effect on Hongkong's trade returns, but whether these come into effect or not we believe that the vitality of the port will be able to withstand any such mercantile attacks as are reported, as forthcoming. For instance, one recent announcement is to the effect that Hongkong is to lose a large part of her depot trade by reason of the fact that a big firm, of non-British denomination, is going to send their bottomless direct to Canton without deigning to transship at Hongkong. Whether or no this be true we have been unable yet to gather, but whether it be accurate or not the writer does not feel afraid of its ultimate consequences. With the improvement and deepening of the Canton River, certainly shipowners have been afforded increased inducement to take their through cargoes direct to the capital of Kwangtung instead of lodging them at Hongkong for the time being; but when all things are taken into consideration, Hongkong still retains the advantage of being able to store cargo and to transmit it into the Southern Provinces at lesser prices and in a more convenient manner of transit, than is possible to ocean-going steamers. According to a recent report published in a London paper, Hongkong has stepped back into the sixth place among the great shipping ports in the world. However, even if this be true—and there is every reason to doubt it—it does not denote a backward tendency on the part of Hongkong, but only a forward tendency on the part of New York, London, and the rest. There is no diminution in our shipping returns. Indeed it is gradually increasing.

But putting shipping to one side for a moment—although it forms the backbone of our existence—one of the most patent aspects of the Colony's recent advancement lies in the numerous industries which have been projected and are being projected every day. The Government now are not so lethargic as in former years, now are not so reluctant for industrial purposes as when like inquiring for any unspeakable favour, very hard to be granted. Indeed, the policy of the authorities for an unconscionably long period appeared to be to discourage the establishment of industries in the Colony. Fortunately this state of affairs has now been altered, and no legitimate trader who wants land for building purposes needs to go far and seek it. In fact every facility is now given to prospective buyers to get what they want, and in the result the Government benefit as well as the purchaser, for whilst the former is acquiring revenue for land that was before vacant and earning no income, the latter is bringing a new source of labour into the Colony and providing employment for, perhaps, hundreds of men and women who lacked work before. According to reports from Chinese sources, there is more Chinese capital coming into Hongkong at present for the capitalising of Hongkong industries than has been the case for quite a number of years past. Despite the rubber boom and the consequent tying up of money in scrip in the Banks, the Canton merchants appear to have once more accorded that favour to Hongkong which she enjoyed freely a few years back. This flow of tide may be attributed to a variety of causes, but among the Chinese themselves it is put down to the fact that the Hongkong Government have within recent times done away with many obstacles that kept them from removing their business establishments from Canton to the Colony. The reason for the desire to remove, of course, hardly needs explanation. If a merchant, or manufacturer was making a "good thing" out of his enterprise, he was almost certain to be squeezed pretty effectively in Hongkong; he could at least be sure of the squeeze being reduced to a minimum.

We would not like to be sure that squeeze is altogether unexisting in Hongkong, but the fact that the Canton manufacturers prefer to take up business in Hongkong would go to show that it is less prevalent here than in the fact remains that we in Hongkong are benefiting by the in-migration of Canton capital, while the people who are bringing it here are benefiting by the Hongkong environment which we are able to afford them.

"KWIYANG" ASHORE.

STEAMER IN DANGEROUS POSITION.

Capt. G. Rallich, of the Austrian Lloyd s.s. *Austria*, which arrived from Shanghai yesterday, reports having sighted the C. N. C. s.s. *Kwiyang* ashore. The latter vessel was stranded on the southern island of the Ockau group and, as far as the Captain of the *Austria* could make out, she appears to be in a dangerous position. As observed from on board the *Austria* it was feared the *Kwiyang* might become a total loss. The s.s. *Toscan* was standing by.

Capt. Rallich signalled to the distressed vessel offering assistance, but as no reply was received, the *Austria* continued on her voyage to Hongkong.

THE RICE CASE.

NOTION FOR COSTS.

Before Hon. Mr. W. Rees-Davies, K. C., Acting Chief Justice, in the Supreme Court this morning Mr. Eldon Potter moved that formal judgment be entered up in the action in which the Hang Shing firm of rice-dealers sued W. R. Loxley and Company to recover the sum of \$4,274 as damages for breach of contract for the shipment of certain bags of rice to South Africa, on the claim and counterclaim for the sum of \$3,011.03, being the difference between the sum of \$3,200 found to be due to the defendants on their counterclaim and the sum of \$5,211.03 due to the plaintiffs on their claim and that the defendants be ordered to pay to the plaintiffs the costs of the action and costs to be taxed as between party and party or for such other order as the Court may seem just and that the costs of the application be the costs in the cause. Mr. Eldon Potter, instructed by Mr. R. A. Harding, appeared for the plaintiffs and Mr. M. W. Slade, K. C., assisted by Mr. C. G. Alabaster and instructed by Mr. F. B. L. Bowley, represented the defendants.

Mr. Potter submitted that the most the defendants could get were the costs of the issues on which they had succeeded, for the Rule said that the costs should follow the event, which should be considered distributive.

Mr. Slade contended that the principles on which costs were awarded were quite clear but the difficulties experienced in applying them to the particular circumstances under consideration were also apparent. The principles might be applied in a way which might work particular injustice to one or other of the parties. He only asked that the ordinary procedure be followed. The plaintiffs should have the costs of the issues on which they had succeeded and that the defendants should have the costs of the issues on which they had succeeded, both on the claim and counterclaim. If his Lordship granted the order applied for, it would work the grossest injustice on the defendants.

Further argument was heard and judgment reserved.

POLICE INTERFERER IN TROUBLE.

A CHINESE WOMAN AND A DRIBE.

Before Mr. J. R. Wood at the Magistrate's Court this morning, Chan Yung Sing, a Police interpreter, was charged with the alleged acceptance of a bribe from a Chinese woman. It appears that Detective Sergeant Torrett received information a few days ago that the woman in question kept a fly brothel and he therefore proceeded to the house to make investigations. On arriving there he found the premises closed, the inmates having evidently melted away and made an unceremonious exit. The Sergeant, however, lay low and said never a word, for he was certain of his game on a second visit to the house. In the meantime, the defendant visited the woman, who, however, requested the latter to beat a hasty retreat, as she said the Sergeant had got wind of the carrying on of her illicit trade. The defendant was too gallant not to extend a helping hand to the poor creature so he told her that if she handed him \$10 with which to bribe the Sergeant and an extra \$5 wherewith to put him into a good humour with a certain refreshing beverage, he would see that all would be well with her. He took the tramping creature to the Central Police Station and after a few episodes' absence returned to her with the reassuring remark that the sergeant had accepted the bribe and that she had nothing more to fear. The sergeant did not know anything about the bribe, till he was secondly announced visit to the house, where he found the defendant, having the time of his life. He questioned the woman about the house but was surprised to hear her say "But I gave you \$10!" This morning the interpreter appeared on a charge of accepting a bribe and was later in the day remanded.

THE CHINA ASSOCIATION.

PESSIMISTIC SPEECHES.

London, April 26th.

The annual meeting of the China Association took place yesterday. The speeches were of a pessimistic character.

Sir Charles Hodgson, the chairman, called attention to the enormous trade possibilities of Manchuria and expressed regret at the hampering of railway development there. He laid emphasis on the events of the last few years and said that China afforded little hope of any real policy of reform.

Mr. J. O. P. Bland moved an amendment urging the adoption of greater activity and publicity by the Association. The amendment was, however, rejected by a small majority after considerable discussion. The Committee after considerable discussion, the Chairman personally expressed his approval of the proposal. Mr. R. S. Gundry resigned from the Committee of the Association on the plea of age. His place is taken by Mr. J. O. P. Bland.

HONGKONG GYMKHANA CLUB.

SECOND MEETING.

The programme of the second meeting to be held at the Happy Valley, on Saturday, 28th prox., (weather permitting) is as follows:—
3.30 p.m.—FIVE FURLONGS FLAT RACE.—For subscription griffins of any season which have not won an official race. Weight for inches per scale. Winners at first Gymkhana this season of one race 7 lbs. of two or more tobs extra. To be ridden by jockeys who have not won 5 official races in Hongkong, Shanghai or Tientsin. Entrance fee \$5: 1st prize: Presented by Sir B. N. Mody, 2nd prize: \$25. (Entrance fees to go to winner.)

3.50 p.m.—GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10st. 6lbs. Winners of an open race or open griffin race 5 lbs extra. Non-winning subscription griffins allowed 5 lbs. jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 5 lbs. to be deducted next time he starts. Such 5 lbs. to remain deducted until he wins again when he will carry the full penalty without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd prize: \$15. (Half entrance fees to go to winner.)

3.40 p.m.—THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China ponies. Entrance fee \$5. 1st prize: Presented by Sir B. N. Mody, 2nd prize: \$15. (Entrance fees to go to winner.)

4.30 p.m.—TENT PEGGING IN SECTIONS.—THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club.

5.00 p.m.—LADIES NOMINATION. HALF MILE FLAT RACE.—For all China ponies, subscription griffins of the season 1909-10 and *dead* *hds* polo ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat and the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. No pony to be scratched after entry except on account of sickness. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

6.50 p.m.—ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China ponies. Entrance fee \$5. First prize: Presented by Sir B. N. Mody, 2nd prize: \$15. (Entrance fees to go to winner.)

OFFENSIVE TRADES.

ATTORNEY GENERAL'S OPINION.

The following papers were considered at the meeting of the Sanitary Board this afternoon:—

On the 4th February, the Secretary wrote to the Colonial Secretary as follows:—I have the honour, by direction of the Board, to forward the following resolution which was adopted at a meeting of the Board held on the 1st instant:

"That the western boundary of the area in which offensive trades are prohibited, be extended from White Street, to a line drawn north and south through Sand Street."

The Hon. Mr. Hewitt in seconding the above resolution suggested that the holders of existing offensive trade licences within the prohibited limits be given notice to move within the next two or three years. Mr. Station Hooper in supporting the resolution asked that the Government be requested to obtain for the information of the Board the opinion of the Law Officers of the Crown as to whether, assuming the Board had no power to compel their removal, the carrying on of the offensive trades was not in contravention of the terms of their respective Crown Leases.

2. I have therefore the honour to ask that the information requested may be supplied.

3. I attach the *Daily Press* report of the discussion on this matter.

In reply, the Colonial Secretary forwarded the following copy of an opinion by the Attorney General dated the 13th inst.:

"H. Col. Sec.—If the trade was carried on before the Public Health and Building Ordinance, 1903 and the premises comply with the bye-laws I am of opinion that the Board has no power to stop the trade (see section 43)."

If the trade was not carried on before the commencement of the Ordinance, but the Board has since given permission for it under section 43, I am of opinion that the Board has no power to revoke that permission provided the bye-laws are complied with.

I am of opinion that the Board's resolution is *ultra vires* in so far as it affects any existing trader; section 16 (8) only gives the Board power by bye-laws to prohibit the establishment of offensive trades—reading that with section 42 "establishment" must refer to new businesses. The Board has power by bye-law to control old and new businesses.

The answer to Mr. Hooper's question is "Yes if he has no license from the Crown" and "No if he has a license from the Crown."

(Sd.) F. A. HAZLELAND, A. G.

134 10.

Col. Bedford minutes—I would like a list of all premises on which offensive trades are carried on, distinguishing those established before the passing of the Ordinance in 1903, would also like to know if each establishment has been licensed by the Crown.

TYPHOON WARNING.

The telegram, quoted below, was received from the Manila Observatory at the American Consulate General today:—
Manila, April 26th, 9 a.m.
Onlookers of Typhoon W. of 1909 more than 100 miles distant, including...

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPERESS LINE."

Between China, Japan and Europe via Canada with the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS VANCOUVER TO HONGKONG. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Hongkong sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPERESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 24TH.	"EMPERESS OF JAPAN" FRIDAY, JULY 1ST.
"EMPERESS OF JAPAN" SATURDAY, JUNE 4TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPERESS OF CHINA" SATURDAY, JUNE 25TH.	"EMPERESS OF IRELAND" FRIDAY, AUGUST 12TH.
"EMPERESS OF INDIA" SATURDAY, JULY 16TH.	
"MONTEAGLE" TUESDAY, AUGUST 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Bath in Sleeping Car while crossing the American Continent by Canada Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port
Via New York
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. BRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(Subject to Alteration.)

For	Steamship	On
SHANGHAI	CHOWSANG	WEDNESDAY, 27th April, Noon.
SINGAPORE, PENANG & CALOUTTA	POOKSANG	WEDNESDAY, 27th April, Noon.
MANILA	LOONGSANG	FRIDAY, 29th April, 4 P.M.
SINGAPORE, PENANG & CALOUTTA	LAISANG	TUESDAY, 3rd May, Noon.
MANILA	YUENSANG	FRIDAY, 6th May, 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	TUESDAY, 17th May, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kiung*, *Namsang* and *Pookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

For Freight or Passage, apply to
Telephone No. 215.
Hongkong, 25th April, 1910.

JARDINE MATHESON & CO., LD.
General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN.	"KUEIHOW"	27th April, 4 P.M.
SHANGHAI	"CHENAN"	28th " 4 P.M.
SHANGHAI	"SZEKUTEN"	1st May, Daylight.
MANILA	"TAMING"	3rd " 3 P.M.
SHANGHAI	"ANHUI"	5th " 4 P.M.
SHANGHAI	"CHINHUA"	8th " Daylight.
MANILA, ZAMBOANGA & AUSTRALIA.	"CHANGSHA"	28th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chow*, *Linan*, *Chinkang*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers (and passengers) in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
Telephone No. 16.
Hongkong, 20th April, 1910.

BUTTERFIELD & SWIRE.

AGENTS.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4,500	A. Fraser	MANILA	SATURDAY, 30th April, at Noon.
LAFIRO	4,500	R. Rodger	"	SATURDAY, 7th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

Hongkong, 25th April, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA v. KURLUNG, MOJI, KOREA AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 18th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated *AMIDSHIP*. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 17th April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 28th April, at 8 A.M.
TAKAO (DIRECT)	"SHINCHIKU MARU" Capt. K. Muto	THURSDAY, 28th April, at 5 P.M.
IAMSUI v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 1st May, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins *AMIDSHIP*.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th April, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KITANO MARU" Capt. F. E. Gops, Tons 9900 "IYO MARU" Capt. R. Takeda, Tons 7000 "HIRANO MARU" Capt. H. Fraser, Tons 9000	WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight. WEDNESDAY, 25th May, at Daylight.

VICTORIA, B.C. & SEATTLE { "SADO MARU" Capt. S. Horiuchi, Tons 7000 { SATURDAY, 21st May { From KOBE.

VICTORIA, B.C. & SEATTLE { "TAKA MARU" Capt. K. Sato, Tons 7000 { TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE { "NIKKO MARU" Capt. M. Yagi, Tons 6000 { FRIDAY, 13th May, at Noon.
"KUMANO MARU" Capt. M. Winkler, Tons 6000 { FRIDAY, 10th June, at Noon.

BOMBAY, Via SINGAPORE { "OBYLON MARU" Capt. Fred. Pyne, Tons 6000 { TUESDAY, 3rd May.

NAGASAKI, KOBE and YOKOHAMA { "KUMANO MARU" Capt. M. Winkler, Tons 6000 { WEDNESDAY, 11th May, at Noon.

KOBE and YOKOHAMA { "KAMO MARU" Capt. F. L. Sommer, Tons 9000 { THURSDAY, 12th May, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

[COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERHIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA,"
Capt. B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 30th April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Alfred*, 10,893 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and India for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 10th June, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
H. A. HEWETT,
Superintendent.

Hongkong, 18th April, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY:

S.S. "ERROLL" On 3rd May.

S.S. "SURUGA" About 31st May.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Hongkong, 25th April, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points to the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
<i>River Clyde</i>	3,913	J. Kerr	14th May 1910
<i>Oceanic</i>	4,957	F. W. Davies	11th June
<i>Kumeric</i>	6,232	J. Mathie	5th July
<i>Americ</i>	4,361	J. Boyd	26th July
<i>Suoric</i>	6,232	F. S. Cowley	23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings, Hongkong, 14th April, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo in Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain George, will be despatched as above on TUESDAY, the 10th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 22nd April, 1910.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALOUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have been examined, or will they be recognized if presented after 10 days of the steamer's arrival here.

Bills of Lading will be countersigned by

JARDINE MATHESON & CO., LD.

General Managers.

Hongkong, 25th April, 1910.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALOUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"BRECONSHIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on 8th instant. No claims will be admitted after Goods have been examined, or will they be recognized if presented after 10 days of the steamer's arrival here.

Bills of Lading will be countersigned by

JARDINE MATHESON & CO., LD.

General Managers.

Hongkong, 25th April, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILESIA,"

Captain Selmer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before T.O. DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS CARGO:—

Ex s.s. *Paro* from Salsburg.

Ex s.s. *Suzanne* of Marie from Bordeaux.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 20th April, 1910.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out, mark by mark, and delivery may be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th of April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th of April, at 9.30 A.M.

All Claims must reach us before the 1st of May, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	INTEREST AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$150,000 }	\$2,007,819	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$15.11	{ \$985 London 99.10 }
National Bank of China, Limited	99,925	17	16	{ \$4,000 \$50,000 }	\$30,353	\$2 (London 1/6) for 1908	\$76 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$250,000 \$500,000 }	none	\$10 for 1908	7 % \$170 buyers
North China Insurance Company, Limited	10,000	15	15	{ Tls. 218,573 Tls. 118,573 Tls. 140,580 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 115
Union Insurance Society of Canton	12,400	\$150	\$100	{ \$1,000,000 \$100,000 \$100,000 }	\$2,404,901	Final of 5/7 making 5/7 for 1907 and interim of 5/6 for 1908	5 1/2 % \$850 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$200,000 \$100,000 }	\$707,657	\$12 and bonus 5/3 for 1907	7 % \$230
FIRE.							
China Fire Insurance Company,	70,000	\$100	\$20	{ \$1,000,000 \$200,000 \$100,000 }	\$375,141	\$6 and bonus 5/3 for 1907	7 % \$111 buyers
Hongkong Fire Insurance Co. and, Limited	8,000	\$250	\$50	{ \$1,000,000 \$200,000 \$100,000 }	\$308,711	\$27 for 1907	8 % \$340 buyers
SHIPPING.							
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$200,000 \$100,000 }	\$7,025	\$1 for 1906	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$200,000 \$100,000 }	NIL	2 1/2 for year ending 30.6.1908	\$34 sales
Hongkong, Canton & Malacca Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$200,000 \$100,000 }	\$20,766	Final of 5/12 for account 1910	8 % \$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	{ \$100,000 \$200,000 \$100,000 }	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 5/3. 154	5 1/2 % \$73 sales
Do. Do. (Deferred)	60,000	15	15	{ \$100,000 \$200,000 \$100,000 }	\$13,755	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 }	5 % 94/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	11	11	{ \$200,000 \$200,000 \$200,000 }	\$81,817	\$100 for year ending 10.4.1909	4 1/2 % \$16 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$40,000 \$40,000 }	\$1,121	\$50 for year ending 10.4.1909	2 1/2 % \$14 1/2 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$50,000 }	Dr. \$5,858	\$10 for year ending 31.12.09	\$175 b. & sales
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	{ \$100,000 \$100,000 }	Dr. \$135,891	\$2 for 1897	\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 6,502	Tls. 10 for year ending 31.8.09	Tls. 950 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	Pa. 1	{ \$1,000,000 \$12,289 }	\$1,481	Final of 1/6 making 3/- for 1909	7 % Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ none none }	none	First year	Pa. 10 buyers
Raub Australia Gold Mining Company, Limited	150,000	1	1	{ \$4,371 none }	Dr. \$4,101	No. 12 of 1/- = 48 cents	\$8 1/2 buyers
DOCKS, WHARVES & GODOWNS.							
Fanwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$45,000 \$45,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$50,000 \$50,000 \$50,000 }	\$50,702	None	\$59 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$50,000 \$50,000 \$50,000 }	\$42,765	Interim of 5/12 for account 1909	362 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 }	Tls. 6,861	Interim of Tls. 2 1/2 for 1910	6 1/2 % Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 1	Tls. 100	{ Tls. 697,357 Tls. 100,000 Tls. 100,000 }	Tls. 23,818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 124
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 1	Tls. 100	{ Tls. 15,000 \$1,000 }	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000 \$1,000 }	\$2,541	\$1.20 on paid and 60 cents on first new issue Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$16 buyers \$107 1/2 \$83 1/2
Hongkong Hotel Company, Limited	12,000	\$5	\$50	{ \$50,000 \$50,000 }	\$19,272	Interim of 3/4 for account 1909	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$1,000 \$1,000 }	\$27,971	45 cents for 1909	6 % \$9 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,000 \$1,000 }	\$5,471	\$2 1/2 for 1909	5 % \$29 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ none none }	\$29	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 112
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,250,045 Tls. 100,000 }	Tls. 142,404	Final of \$1.82 for account 1909	8 1/2 % \$40 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none none }	\$1,958		
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 10,000 Tls. 40,098 }	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 136 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	{ Tls. 20,000 \$20,000 }	\$9,553	50 cents for year ending 31.7.08	\$6 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 7 1/2	Tls. 7 1/2	{ Tls. 175,000 Tls. 175,000 }	Tls. 8,272	Tls. 7 1/2 for year ending 30.9.06	Tls. 61
Laon-keung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ none Tls. 11,178 }	Tls. 4,829	Tls. 6 for 1909	Tls. 70
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 400	Tls. 50	{ Tls. 11,178 Tls. 11,178 }	Tls. 15,911	Tls. 50 for 1906	Tls. 300
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500 \$40,000 }	\$648	35 % per share for 1908	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000 \$1,000 }	NIL	60 cents for 1909	\$11 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$1,000 }	\$61,128	Return of 5/3	\$2 buyers
Do. Do. special shares	50,000	\$1	\$1	{ none \$1,000 }	\$61,128	80 cents for 1909	\$8 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$100,000 \$1,000 }	\$1,407	\$1.20 for year ending 31.7.09	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000 \$1,000 }	\$1,892	Interim of 15 cents for account 1909	10 % \$7 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000 \$1,000 }	\$3,756	8 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000 \$5,000 }	\$670	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$21 sales
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ none \$1,000 }	\$5195	Final of 5/8 for 1909	10 % \$160
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$150,000 \$20,000 }	\$7616	Final of 5/1 making in all 5/2 for 1909	8 1/2 % \$21 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$20,000 \$20,000 }	\$8790	4th interim of Tls. 12 1/2 for 1909	6 % Tls. 1,450 b.
Maatschappij tot Exploitatie van Landbouwen op de Looi, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 547,500 }	Tls. 316,682	80 cents on fully paid shares and 8 cents on 51 paid shares for year ending 30.4.09	6 % \$15 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$20,000 \$20,000 }	\$1,204	None	3 % \$1.60 buyers
Philippine Company, Limited	50,000	\$10	\$10	{ none none }	Pa. 18,640		
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 300 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none none }	Dr. \$31,006	None	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	{ none none }	\$63	40 cents for year ending 31.5.09	8 % \$5
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none none }	\$172	60 cents for year ending 31.12.08	5 % \$9 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$40,000 \$40,000 }	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$300,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 % \$6 1/2 buyers
William Powell, Limited	15,000	\$7	\$7	{ none none }	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	5 % \$3 sellers

Intimations

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